### A boat shall carry adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing entire crew. The raft shall be SOLAS, ISAF, ISO 9650-1, or ORC approved. The raft shall be stored in such a way that it is capable of being launched within 15 seconds. The life raft shall hold a current certificate of inspection. Boats built after 01/06/2001 shall have the life raft stowed in a deck mounted rigid container or stowed in watertight or self draining purpose built rigid compartment(s) opening adjacent to the cockpit of the working deck.

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A boat may be inspected at any time by an inspector or measurer of the Organizing Authority. If she does not comply with these regulations her entry may be rejected, or will be liable to disqualification, or such other penalty as may be prescribed by the race protest committee.

Requirements may result in a penalty other than disqualification.

Each crewmember shall have a life jacket that provides at least 33.7lbs (150N) of buoyancy, intended to be worn over the shoulders (no belt pack), meeting either U.S. Coast Guard or ISO specifications. Each crewmember shall have a U.S. Coast Guard approved Type I life jacket equipped with crotch or leg straps, a whistle, a waterproof light, retro-reflective material and, when not in use, stored in such a way that deterioration is minimized.

Updates the use of a Type I to correspond with Coast Guard life jacket change which removes references to life jacket “types”. Removed reference to crotch straps needing to be added by 2014.

A boat shall have a Coast Guard approved “throwable device”. If the device carried under 3.7.1 satisfies this requirement, then no additional device is needed.

Updates the use of a Type III or Type V to correspond with the Coast Guard life jacket change which removes references to life jacket "types".

A boat shall carry a Coast Guard approved "throwable device". If the device carried under 3.7.1 satisfies this requirement, then no additional device is needed.

Updates the use of a Type IV or Type V life jacket intended for small boat sailing or other active boating for each crewmember or an inflatable life jacket as described above.

Updates the use of a Type III or Type V to correspond with the Coast Guard life jacket change which removes references to life jacket "types".

A boat shall carry a Coast Guard approved Type I life jacket, meeting either U.S. Coast Guard or ISO specifications. Life jackets shall be equipped with crotch or leg straps, a whistle, a waterproof light, be fitted with marine-grade retro-reflective material, and be clearly marked with the boat or owner’s name, and be compatible with the wearers’ safety harness. If the life jacket is inflatable, it shall be regularly checked for air retention. Leg or crotch straps shall be required starting 01/01/2014. Alternatively, each crewmember shall have a U.S. Coast Guard approved Type I life jacket equipped with crotch or leg straps, a whistle, a waterproof light, retro-reflective material, marked with the boat or owner’s name, which is compatible with a safety harness.

Updates the use of a Type I to correspond with Coast Guard life jacket change which removes references to life jacket “types”. Removed reference to crotch straps needing to be added by 2014.

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Updates the use of a Type III or Type V to correspond with the Coast Guard life jacket change which removes references to life jacket "types".

A boat's hatch boards, whether or not in position in the hatchway, shall be secured to the boat (e.g. by a lanyard) for the duration of the race to prevent their being lost overboard.

Updated requirement for "lanyard".

A boat's hatch boards, whether or not in position in the hatchway, shall be secured to the boat (e.g. by a lanyard) for the duration of the race to prevent their being lost overboard.

Updated requirement for "lanyard".

A boat shall have an installed water tank and delivery system.

Removed requirement that tanks are "installed" requires no more than 50% in one tank/system.

Vessels shall carry water as required by the Notice of Race such that a single failure of a tank or delivery system will not allow the loss of more than half the water.

Removed requirement that tanks are "installed" requires no more than 50% in one tank/system.

Lifetime deflection shall not exceed the following: a) When a deflecting force of 9 lbs (40N) is applied to a lifeline midway between supports of an upper or single lifeline, the lifetime shall not deflect more than 2° (50mm). This measurement shall be taken at the widest span between supports that are aft of the mast. b) When a deflecting force of 9 lbs (40N) is applied midway between supports of an Intermediate lifeline of all spans that are aft of the mast, deflection shall not exceed 5° (120mm) from a straight line between the stanchions.

section was missing, used OSR's standards with US measurements added.

Passed, SASC meeting.

The Safety Equipment Requirements establish uniform minimum equipment and training standards for a variety of boats racing in differing conditions. These regulations do not replace, but rather supplement, the requirements of the US Coast Guard, the Racing Rules of Sailing (RRS), the rules of Class Associations and all applicable rating rules.

Added other national boating regulatory groups in addition to USCG; part of our effort to make the SERs apply internationally.

The Minimum Equipment Requirements establish uniform minimum equipment and training standards for a variety of boats racing in differing conditions. These regulations do not replace, but rather supplement, the requirements of the US Coast Guard or other national authority for boat racing regulations, the Racing Rules of Sailing (RRS), the rules of Class Associations and all applicable rating rules.

Added other national boating regulatory groups in addition to USCG; part of our effort to make the SERs apply internationally.

At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single handed, including the person in charge, shall have attended a half-day, one-day, or two-day US Sailing Safety at Sea Seminar within the last 5 years, or other courses as accepted by US Sailing (required after 01/01/2015).

Updates the use of a Type I to correspond with Coast Guard life jacket change which removes references to life jacket “types”. Removed reference to crotch straps needing to be added by 2014.

At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single handed, including the person in charge, shall have attended a half-day, one-day, or two-day US Sailing Safety at Sea Seminar within the last 5 years, or other courses as accepted by US Sailing (required after 01/01/2015).

Updates the use of a Type I to correspond with Coast Guard life jacket change which removes references to life jacket “types”. Removed reference to crotch straps needing to be added by 2014.

Allows Coastal training to be taken online when available.

Passed, SASC meeting.

The boat's engine and generator installation (if so equipped) must conform to AMYC, ISO and/or U.S. Coast Guard standards.

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The boat's hatch boards, whether or not in position in the hatchway, shall be secured in a way that prevents their being lost overboard.

Added for 2016 vers.

The boat's hatch boards, whether or not in position in the hatchway, shall be secured in a way that prevents their being lost overboard.

Added for 2016 vers.

A boat shall be equipped with crotch or leg straps, a whistle, a waterproof light, be fitted with marine-grade retro-reflective material, and be clearly marked with the boat’s or wearer’s name, and be compatible with the wearer’s safety harness. If the life jacket is inflatable, it shall be regularly checked for air retention. Leg or crotch straps will be required starting 01/01/2014. Alternatively, each crewmember shall have a U.S. Coast Guard approved Type I life jacket equipped with crotch or leg straps, a whistle, a waterproof light, retro-reflective material, marked with the boat or owner’s name, which is compatible with a safety harness.

Updates the use of a Type I to correspond with Coast Guard life jacket change which removes references to life jacket “types”. Removed reference to crotch straps needing to be added by 2014.

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Updates the use of a Type I to correspond with Coast Guard life jacket change which removes references to life jacket “types”. Removed reference to crotch straps needing to be added by 2014.

A boat shall carry a Coast Guard approved Type I life jacket, meeting either U.S. Coast Guard or ISO specifications. Life jackets shall be equipped with crotch or leg straps, a whistle, a waterproof light, retro-reflective material, and be clearly marked with the boat’s or wearer’s name, and be compatible with the wearer’s safety harness. If the life jacket is inflatable, it shall be regularly checked for air retention. Alternatively, each crewmember shall have a U.S. Coast Guard approved inherently buoyant off- shore life jacket' equipped with crotch or leg straps, a whistle, a waterproof light, retro-reflective material, marked with the boat’s or owner’s name, which is compatible with a safety harness.

Updates the use of a Type I to correspond with Coast Guard life jacket change which removes references to life jacket “types”. Removed reference to crotch straps needing to be added by 2014.

Each crewmember shall have a U.S. Coast Guard approved Type III or Type V life jacket intended for small boat sailing or other active boating for each crewmember or an inflatable life jacket as described above.

Updates the use of a Type III or Type V to correspond with the Coast Guard life jacket change which removes references to life jacket "types".

Each crewmember shall have a U.S. Coast Guard approved Type IV life jacket intended for small boat sailing or other active boating for each crewmember or an inflatable life jacket as described above.

Updates the use of a Type IV or Type V to correspond with the Coast Guard life jacket change which removes references to life jacket "types".

A boat may be inspected at any time by an inspector or measurer of the Organizing Authority. If she does not comply with these regulations her entry may be rejected, or will be liable to disqualification, or such other penalty as may be prescribed by the race protest committee.

Requirements may result in a penalty other than disqualification.

A boat may be inspected at any time by an inspector or measurer of the Organizing Authority. If she does not comply with these regulations her entry may be rejected, or will be liable to disqualification, or such other penalty as may be prescribed by the race protest committee.

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Requirements may result in a penalty other than disqualification.
The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).

Each crewmember shall have a life jacket that provides at least 33.7lbs (150N) of buoyancy, intended to be worn over the shoulders (no belt pack), meeting either U.S. Coast Guard or ISO specifications. Life jackets shall be equipped with crotch or leg straps, a whistle, a waterproof light, be fitted with marine-grade retro-reflective material, and be clearly marked with the boat’s or wearer’s name, and be compatible with the wearer’s safety harness. If the life jacket is inflatable, it shall be regularly checked for air retention. Alternatively, each crewmember shall have a U.S. Coast Guard approved inherently buoyant offshore life jacket equipped with crotch or leg straps, a whistle, a waterproof light, retro-reflective material, marked with the boat or owner’s name, which is compatible with a safety harness.

A boat’s stanchion and pulpit bases shall be within the working deck. Stanchions used with HMPE shall have rounded openings to reduce chafe.

The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).

A boat shall carry a life jacket intended for small boat sailing or other active boating for each crewmember or an inflatable life jacket as described in 3.1.1. A boat shall carry a Coast Guard or applicable government approved or shall meet the ocean requirement of 3.1.1.

A boat’s deck including the headstay shall be free of any objects that obstruct the sails nor be located below deck level.

A boat shall carry U.S. Coast Guard fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.

A boat shall carry a U.S. Coast Guard or ISO approved inherently buoyant off-shore life jacket that provides at least 22lbs (100N) of buoyancy meeting either U.S. Coast Guard or ISO specifications. Alternatively, each crewmember shall have an inherently buoyant offshore life jacket that provides at least 22lbs (100N) of buoyancy meeting either U.S. Coast Guard or ISO specifications.

A boat racing between sunset and sunrise shall carry fire extinguishers that meet U.S. Coast Guard or applicable government requirements mounted so that they will not be obscured by the sails nor be located below deck level.

A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard requirements, when applicable.

A boat shall carry U.S. Coast Guard or applicable government approved or shall meet the ocean requirement not older than the expiration date.

A boat shall carry a U.S. Coast Guard approved Type IV "throwable device". If the device carried under 3.7.1 or 3.7.2 satisfies this requirement, then no additional device is needed.

A boat shall carry a Coast Guard approved "throwable device." If the device carried under 3.7.1 or 3.7.2 satisfies this requirement, then no additional device is needed.

A boat shall carry a cellular phone in a waterproof container.

A boat shall carry a U.S. Coast Guard or applicable government approved or shall meet the ocean requirements not older than the expiration date.

A boat shall carry a Coast Guard approved Type IV "throwable device".

A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.

A boat shall carry a satellite telephone in a waterproof container.

A boat shall carry a Marine-band radio telephone, if required by the Notice of Race. A boat's deck including the headstay shall be free of any objects that obstruct the sails nor be located below deck level.

A boat shall carry a Celestron telescope in a waterproof container.
<table>
<thead>
<tr>
<th>Date</th>
<th>Section</th>
<th>Action</th>
<th>Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-Jan-17</td>
<td>1.2.1</td>
<td>New</td>
<td>A boat shall carry a trysail, with the boat’s sail number displayed on both sides, which can be set independently of the main boom, has an area less than 17.5% of E \times P, and which is capable of being attached to the mast. Storm sails manufactured after 01/01/2014 shall be constructed from a highly visible material. A mainsail with a reef of at least 50% of P is an acceptable substitute for a trysail.</td>
</tr>
<tr>
<td>1-Jan-18</td>
<td>4.4</td>
<td>New</td>
<td>A boat shall post a durable, waterproof diagram or chart locating the principal items of safety equipment and through hulls in the main accommodation area where it can be easily seen.</td>
</tr>
<tr>
<td>1-Jan-17</td>
<td>3.8.3</td>
<td>Edit</td>
<td>A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. This radio shall have DSC/GPS capability with an MMSI number properly registered to the vessel.</td>
</tr>
<tr>
<td>1-Jan-17</td>
<td>3.8.2</td>
<td>Edit</td>
<td>A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. This radio shall have DSC/GPS capability and an MMSI number properly registered to the vessel.</td>
</tr>
<tr>
<td>1-Jan-17</td>
<td>3.6.6</td>
<td>Edit</td>
<td>A boat shall carry two SOLAS red parachute flares not older than the expiration date.</td>
</tr>
<tr>
<td>1-Jan-17</td>
<td>3.6.3</td>
<td>Deletion</td>
<td>A boat shall carry six SOLAS red parachute flares not older than the expiration date. The requirement for SOLAS parachute flares has been removed.</td>
</tr>
<tr>
<td>1-Jan-17</td>
<td>3.6</td>
<td>Edit</td>
<td>A boat shall carry two SOLAS red parachute flares not older than the expiration date. The requirement for SOLAS parachute flares has been removed.</td>
</tr>
<tr>
<td>1-Jan-17</td>
<td>1.2.1</td>
<td>Edit</td>
<td>A boat shall carry a trysail, with the boat’s sail number displayed on both sides, which can be set independently of the main boom, has an area less than 17.5% of E \times P, and which is capable of being attached to the mast. Storm sails manufactured after 01/01/2014 shall be constructed from a highly visible material. A mainsail with a reef of at least 50% of P is an acceptable substitute for a trysail.</td>
</tr>
<tr>
<td>1-Jan-18</td>
<td>3.33.2</td>
<td>Edit</td>
<td>A boat shall carry a trysail, with the boat’s sail number displayed on both sides, which can be set independently of the main boom, has an area less than 17.5% of E \times P, and which is capable of being attached to the mast. Storm sails manufactured after 01/01/2014 shall be constructed from a highly visible material. A mainsail with a reef of at least 50% of P is an acceptable substitute for a trysail.</td>
</tr>
<tr>
<td>1-Jan-17</td>
<td>3.6</td>
<td>Edit</td>
<td>A boat shall have an AIS Transponder, sharing a masthead VHF antenna via a low loss AIS antenna splitter. An acceptable alternative is a dedicated AIS antenna that is a minimum of 0.9 meters long, mounted with its base at least 3 meters above the water, and fed with coax that has a maximum 40% power loss. AIS requirement for Coastal is effective January 1, 2024.</td>
</tr>
<tr>
<td>1-Jan-17</td>
<td>2.4.4</td>
<td>Edit</td>
<td>Lifelines may be either uncoated stainless steel wire or high molecular weight polyethylene (HMPE) line with spliced terminations or terminals specifically intended for the purpose. A multipart-lashing segment not to exceed 4&quot; per end termination for the purpose of attaching lifelines to pulpits is allowed. Lifelines shall be taut (see appendix for requirements). When HMPE is used, the load-bearing portion (core) shall meet or exceed minimum diameter requirements.</td>
</tr>
</tbody>
</table>

*Note: HMPE as acceptable lifeline material removed to be in line with ISAF OSR's. Requirement for parachute flares removed to be in line with ISAF OSR's. Note that requirement is removed added for clarity and can be removed at next revision. This is for Offshore category.*
<table>
<thead>
<tr>
<th>Date</th>
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</tr>
</thead>
<tbody>
<tr>
<td>1-Jan-20</td>
<td>4.6</td>
<td>New</td>
<td>Lifejackets as described in 3.1.1 – 3.1.3 should be worn by all crew on deck in any conditions where recovery may be difficult. It is recommended that lifejackets be worn by all crew on deck unless the person in charge has indicated that they may be set aside. Makes the recommendation for PFD use while racing. Added 12/2019</td>
</tr>
</tbody>
</table>